2 I
CONFERENCES - PAMPHLET BOX - 1926

COLONY AND PROTECTORATE OF KENYA.

REPORT OF PROCEEDINGS OF FOURTH MAIZE CONFERENCE.

HELD AT NAIROBI, KENYA COLONY, 1926.

IMPERIAL BUREAU OF MYCOLOGY
5 MAR. 1927

NAIROBI:
PRINTED BY THE GOVT. PRINTER.

1927

REPORT OF PROCEEDINGS OF FOURTH MAIZE CONFERENCE.

FOURTH MAIZE CONFERENCE (1926).

Report of the Proceedings of the Fourth Maize Conference. (Held in the Library of the Department of Agriculture, on Wednesday and Thursday, 28th and 29th July, 1926).

Attendance.

The following representatives attended the Conference:—

Name.	*Representing.*
Hon. Alex Holm, C.B.E., Director of Agriculture, Chairman.	
Hon. Mr. W. Evans, M.L.C. Captain Wolryche Whitmore W. Bettison, Esq.	Kenya Farmers' Association, Ltd.
G. H. Brown, Esq. L. A. Johnson, Esq. C. W. Hirst, Esq.	Plateau Maize Growers, Ltd.
Captain M. Montague Major R. W. Munro	Convention of Associations.
Captain W. J. Tyson, Nairobi Chamber of Commerce.	
S. A. Cornish, Esq., Kisumu Chamber of Commerce.	
L. M. Gibson, Esq. (Commercial interests), Mombasa Chamber of Commerce and Agriculture.	
C. C. Veitch, Esq. (Shipping Agents' interests), Mombasa Chamber of Commerce and Agriculture.	
Captain S. H. Sayer, Conference Shipping Lines.	
C. Kemp, Esq., His Majesty's Deputy Trade Commissioner.	
Lahori Ram, Esq. Saleh Mohamed, Esq.	Indian Association.
F. Browning, Esq., Kenya and Uganda Railway.	

In attendance:—

C. C. T. Sharp, Esq., Chief Grader and Inspector, Department of Agriculture.

A. C. Hunter, Esq., Department of Agriculture (Secretary).

Agenda.

1. Opening Address by His Excellency the Governor.

2. Report of Chairman.

   (For Maize Grading Returns for past year, see Appendix I).

3. Financial Statements of Grading Services:—

   (A) Grading Account for year ended 30th June, 1926 (Appendix II).

   (B) Conditioning Account for year ended 30th June, 1926 (Appendix III).

   (C) Estimates of Expenditure and Revenue for 1927 (Appendix IV).

4. Moisture Content of Maize.—Raising standard to 14 per cent. or alternatively reconsidering question of internal grading.

   Resolution submitted by Kitale District Committee:—

   "That in view of the large number of bags of maize rejected this season from the Trans Nzoia area, the question of Moisture Content in Maize be very carefully gone into with a view to raising the moisture content for this country to last year's standard, the present moisture content having been brought in to conform with conditions prevailing in South Africa and absolutely dissimilar to this country. That if the Conference are unable to raise the moisture content, that the question of up-country grading be reconsidered. That a telegram be sent to this effect to Captain Angus from the District Committee."

5. Maize Conditioning Plant.—Charges.

   Resolution submitted by Maize Consulting Committee:—

   " That in order to encourage greater use being made of the conditioning plant for purposes of the drying of wet maize, the present charges be considerably reduced."

6. Export of Maize in Bulk.—Revision of Rules to provide therefor (Appendix V).

   Resolution submitted by Maize Consulting Committee:—

   " That facilities should be afforded for the shipment of maize in bulk and it is recommended that the regulations be so altered to permit of maize for bulk shipment to be presented for grading in secondhand bags, provided that the Chief Grader and Inspector is satisfied that the shipper has made satisfactory

arrangements for the re-bagging of any such maize at the time of grading, subject to the approval of the authorities at the port with regard to the provision of space."

7. Blockstacking.—Correspondence with the Hon. the Acting General Manager, Kenya and Uganda Railway.

8. Inland Weighing.

9. Period of Free Storage allowed in Maize Sheds at Kilindini (Kenya Farmers' Association, Ltd.).

10. Railway Freights:—

(*a*) Maize in transit to mills prior to export as maize meal (Plateau Maize Growers, Ltd.).

(*b*) Flat rate on branch railway lines (Plateau Maize Growers, Ltd.).

(*c*) Rates on maize and maize meal for local consumption (Plateau Maize Growers, Ltd., and Convention of Associations).

Maize Consulting Committee recommends:—

"That the subject of internal railway freights on maize and maize meal for local consumption be not included in the Agenda of the forthcoming Conference and that it be suggested to the Plateau Maize Growers, Ltd., and Convention of Associations that representations thereon should be made to the Inter-Colonial Railway Council."

11. Export of Maize to Ports south of Port Said and north of Beira (Rule No. 25).

12. Prohibition of Purchase of Maize in North, Central and South Kavirondo before 15th August in each year.

Resolution submitted by Kisumu Chamber of Commerce:—

"That to ensure as far as possible Grade K7 Maize (commonly known as Native Maize), being marketed in a dry condition for export by natives in North, Central and South Kavirondo, a regulation be introduced prohibiting all merchants and traders from purchasing new crop maize in that area before the 15th August each year, and that the native producers be instructed to withhold the marketing of their maize until the date sanctioned."

13. Maintenance of Maize Sheds.

Maize Consulting Committee recommends:—

"That steps should be taken to paint the exterior walls of the maize sheds."

14. Distinctive marking of "A" quality 2½ lb. bags.

Resolution submitted by Kisumu Chamber of Commerce:—

"That Rule No. 13 of the Maize Grading Rules be amended to include provision for distinctive marking of twill bags, "A" quality, 2½ lb.

15. Plant Breeding Services.—Maize (Kenya Farmers' Association).

16. Any other business.

Opening of Conference.

His Excellency the Governor (Sir Edward Grigg, K.C.V.O., C.M.G., D.S.O., M.C.), in opening the Conference, said that he was interested to learn that he was the fourth Governor to open the Maize Conference. He hoped it might be his good fortune to attend another similar conference next year.

He extended a welcome to all the representatives of the industry attending the Conference, a conference to which he attached very great importance. The maize industry was one of the pillars of the Colony and it was making great progress, he was glad to learn, not only in settled areas, but also in the native reserves.

He had been much struck by the improvement he had observed in the quality of native-grown maize at the various native agricultural shows he had visited. That was largely attributable to the fact that the natives had benefited from what they had seen of maize growing outside their reserves.

"I naturally watch everything connected with production in this Colony with the very closest attention," continued Sir Edward Grigg, "since agricultural production and the character and energy and foresight which make for agricultural production are the power which drives the ship in this Colony; and I often feel rather like one of those very careful Scots engineers in ships, watching the pressure in the valves. No one recognises more clearly than I that everything in this Colony depends on the success and steady development of production. I have been very anxious, consequently, about the fall in the export of maize last year because of the inclement season and very much relieved to know that, according to all signs, there ought to be a record crop this year—I am told that it is estimated at something like a million bags. That will be a remarkable achievement for the Colony and you who are doing it.

"The other day, coming down from the Elgeyo Escarpment, I was immensely impressed by the view from the forest area down to the lower levels, where such development and

clearing and production are now taking place. Considering in what a short time that has been accomplished, I think it is one of the most remarkable views in the Colony.

" I should like to congratulate all the growers of maize here upon their success in keeping up and improving the standard of the crop. I have been very much struck by much of the maize I have seen lately; and I understand the Colony compares very favourably with other places for high average yields and the good quality of the grain. East African maize on the London Corn Exchanges is now at a price fully equal to South Africa for the same grades, and we are already well above the Argentine. There is every promise that in view of the efforts being made at the Scott Laboratory that the yield, high as it is, will be increased.

" I went to the Scott Laboratory the other day with the Director of Agriculture, and was very much impressed with one of the experimental maize crops being grown there. I am quite certain that if the Director of Agriculture can perfect that crop and spread the seed it will prove of very great value to the Colony. It is absolutely essential that now East African maize has achieved such a position on the market the standard should be kept up. I have seen something in other parts of the world of what happens when bad qualities get on to a market which has previously had a good reputation.

" I am delighted to know that the Grading Ordinance is working smoothly and to the satisfaction of producers. I have read no complaints about its working and there have been no appeals to the Court of Arbitration which would deal with such complaints.

" There is also another satisfactory feature in the grading business. Unlike some other activities of Government it pays its own way. That is a very satisfactory item in the Budget Estimates for 1927.

" I think there is a very grave question before the Colony as to the extent to which Government activity should continue to entrench on the activities which are usually, in more developed countries, carried on by private enterprise. That is one of the things one has to watch very closely because many of these things may be done by Government more expensively than by private enterprise. But here is a case where Government activity is essential and where it is paying its own way. I hope the grading system will continue to give satisfaction to all interested in it."

Speaking of the value of co-operation between the official and non-official communities, His Excellency said he was quite convinced the Colony could not make adequate progress unless there was co-operation between all parties. In the past, for various reasons, there had been naturally a good deal of criticism

of Government from the unofficial side and *vice versa*. That was not for the good of the Colony; but now co-operation was growing very fast and from that point of view as well as for the industry they represented he was glad to welcome the delegates to that Conference.

Vote of Thanks.

Hon. Mr. W. Evans, M.L.C., in proposing a vote of thanks to His Excellency, said he was sure everyone present realised the value of co-operation with the Government in the interests of the maize industry. Maize undoubtedly was the one thing which had helped to pull this country out of the wood. It was a low-priced product and it was very necessary that they should study costs of production and the costs of handling with a view to their reduction. Without the help of the various Government departments in the handling and grading of the grain, Kenya maize would not have the name on the world markets that it had to-day.

There were other ways in which he considered Government could help the development of the industry. For one thing he would very much like to see a plant breeder exclusively for maize. When they considered the way maize production had increased, they felt that they could improve the yields as well as the quality of the grain. But owing to the fall in the market prices, the present profits on maize were very fine indeed and it behoved them to consider carefully means for reducing marketing costs.

In replying to Mr. Evans, His Excellency said that as Governor of the Colony he could not help being interested in maize as were the delegates. He knew well from his study of the financial history of the Colony—a study which had always received his very close attention—that Mr. Evans was absolutely right in saying that maize had pulled the Colony through a very bad time. He had studied the history of the Colony, and of other colonies, during that period fairly closely, and had been very much struck by the fact that Kenya recovered at a much more rapid rate than other African colonies.

If they looked at the export figures for 1921 in the case of Kenya, and in the case of the highly developed West African colonies of Nigeria and the Gold Coast, they would find that in every case the export figures for 1921 were about half the export figures for the previous year. That, of course, was due to the great fall in world prices at that period and the general slump in trade aggravated by the difficulties caused by the change in currency. Kenya felt the blow as keenly as any other colony. If they followed the figures for the next three or four years, they would find that the Kenya figures rose at least twice as rapidly as those of the other colonies which he had quoted, and that by 1924 Kenya export was nearly 35 per cent. ahead of those for 1920, while in Nigeria and the Gold Coast the 1924 export figures were still well behind those of 1920.

Part of that, of course, was due to the new capital which settlers in Kenya were able to command, but one of the chief causes of the rapid recovery was the energy and resourcefulness which they showed. The rapid development of the maize industry from 1921, when it was in its infancy, was one of the most striking examples of that.

With regard to cutting down marketing costs of maize, he agreed with what Mr. Evans had said. If the Government can accede to getting a plant breeder for the industry it would do so, but at the present moment he could give no more definite undertaking, because he did not know what it would cost and one thing had to be balanced against another in the budget of the Colony. The matter would, however, receive consideration. He hoped, too, that something might be done to reduce the cost of bags. He knew the difficulties of the bag question would be hard to overcome, but he thought they should yield to thought and invention. Considering also what had been done in the way of elevator and bulk transport in Canada, he felt it should be possible to arrive in time at some system in this country which would reduce transport costs very considerably.

The vote of thanks to His Excellency was thereupon carried with acclamation.

Report of Chairman.

The Chairman (Hon. Alex Holm, C.B.E.), then presented his Report on the Maize Industry, and certain services connected therewith, during the year ended 30th June, 1926, as follows:—

" Effect has been given to all the recommendations of the last conference in regard to alterations to Grading Rules and the various grades. The Revised Rules were gazetted and published in leaflet form.

The proposals then made were accepted by corn trade associations overseas. Fifty sets of standard samples were made up and distributed to the Kenya Farmers' Association, Nakuru, Plateau Maize Growers, Ltd., His Majesty's Trade Commissioner, Trade Commissioner for South Africa, East African Trade and Information Bureau, London, and local shipping agents; also to corn trade associations in Great Britain and to various firms engaged in the maize trade in England and in Kenya. Sets were also issued for display at railway stations and administrative offices in the more important maize producing centres.

The preparation of these standard samples demands care and judgment, and it is satisfactory to note that they have proved acceptable both to shippers and the trade.

Two well-attended meetings of the Maize Consulting Committee were held, when the following subjects were dealt with :—

1) Export of Maize in bulk.—Mr. [illegible] from the trade.

2) Export of Maize Meal.—Representations from the [illegible] Trade Association.

3) Export of Maize to Ports on the Persian Coast.

4) Maize Conditioning Plant.—Charges.

5) Bookkeeping.

6) Inland Weighing.

7) Railway freight rates on :—

a) Maize and maize meal for local consumption.

b) Export Rate.

c) Milling rate for maize to be exported as meal.

8) Advertising at Maize Conditioning Plants.

9) Testing of bedding.—Maize conditioning plant.

10) Arrangements for Fourth Maize Conference.

Reference will be made to the recommendations of the Committee where items, subjects dealt up for discussion at this Conference, are under appropriate heads in this report.

In appendix I to this report particulars are given of the positions of grain received and graded each month, from [illegible] 1928, inclusive. Notwithstanding a deficiency [illegible] of a total of [illegible] bags offered for grading, 61·5 or 12 per cent. were rejected for grade, as compared with 23·4 per cent. during the preceding year. Of the figures, 39·8 per cent. were [illegible] 1·5 per cent. were [illegible] 14·3 per cent. were [illegible] and 4·7 per cent. were rejected for other causes. [illegible] bags were graded for grade and the results are the following grades : 1,458 or 36 per cent. in No. 1 grade, [illegible] or 32·73 per cent. in No. 2, [illegible] or 18·82 per cent. in No. 3, [illegible] or 4·45 per cent. in No. 4, [illegible] or 0·82 per cent. in No. 5, [illegible] or 1·18 per cent. in No. 6, [illegible] or 4·16 per cent. in No. 7, [illegible] in No. 8, [illegible] in No. 9 and [illegible] in No. 10 grade. Nine were graded as No. 4 (Pale Yellow), No. 7 (Round Yellow) as No. 8 (Yellow) [illegible] efficiency in sorting and cleaning is largely responsible for the No. 7 grade should be abolished.

These figures afford conclusive proof of the need and value of grading. Indeed, it is apparent that in the absence of a satisfactory system of grading shipments of maize, in unsound condition would be exported to such an extent that trade would only be maintained with difficulty and frequently settlements would have to be effected [illegible].

It will be noted that the quantity of maize offered for grading has fallen considerably, as compared with the previous year; the figures being 713,479 bags for 1924-25 and 428,119 for 1925-26. But a larger quantity of ungraded maize was shipped to the Benadir Coast in 1925-26 than in the previous year; the figures being 135,000 and 30,000 bags respectively. The shortage is accounted for by the unfavourable season, and it is to be found chiefly in native grown maize. Much European grown maize, which would otherwise have been available for export, was used locally in the place of native maize, ordinarily supplied for local consumption. Of the total graded the percentage of native grown fell from 28 per cent. in 1924-25 to 13 per cent. in 1925-26.

Moisture Content.

The following table shows the number of bags rejected as wet, with the average moisture content, and the place of origin:—

	Year 1925-26.	
Rain	1,007	
Kisumu	7,474	15.2%
Nakuru	5,809	14.4%
Muhoroni	3	—
Plateau and Trans Nzoia ...	9,190	13.8%
Turi	110	13%
Lumbwa	297	14.5%
	23,890	or 5.58% of the

total presented, as compared with 8.9 per cent. during the previous year.

Re-bagging and Re-sewing.

3,617 bags were re-bagged, and 5,867 bags were re-sewn by the Uganda Railway. In addition to this, following rejection by the graders, 270 bags were re-bagged and 1,590 re-sewn entirely, 1,401 re-bagged and 6,526 re-sewn in part by the owner.

Shortage of Weight.

Since the operation of the new Rule dealing with the weighing of 10 per cent. of consignments, 151 truck loads containing 32,586 bags were rejected as under weight.

Re-grading.

2,803 bags were re-graded, of which it was necessary to alter the grade of 382.

Grading Account.

Appendix II furnishes a Statement of the Grading Account for the period under review. It will be recalled that in previous years a profit was shown, but in the last year on account of the drop in the quantity of maize offered for grading, a loss of Shs. 2,000/15 has been incurred. Having regard, however, to the balance of Shs. 34,871.55 standing to the credit of this account at June 30th, 1937, the surplus is still in credit to the amount of Shs. 11,813.5.

Maize Conditioning.

Appendix III furnishes a statement of the Maize Conditioning Account showing a debit balance of Excess Expenditure over Revenue amounting to Shs. 15,998.92 exclusive of Interest and Sinking Fund Charges on the Capital Cost of the Plant.

During the eight months that the plant has been working 17,872 bags of wet maize and 8,426 bags of weevily maize have been conditioned, making a total of 26,298 bags. The efficiency of the plant in its removal of excess moisture, in its destruction of all forms of insect life, and in its cleaning of the maize treated has fully justified expectations, and its capacity is well up to the guarantee.

It was not to be expected that the plant would pay its way in the first year of its operation. With a normal export of maize, and therefore a larger quantity conditioned than during this period of shortage, the revenue will increase, but even if a much larger quantity of maize be passed through the plant it is not seen that a reduction can be made without increasing the loss further. A suggestion has been made by a member of the Consulting Committee that the two accounts should be regarded as one and that a loss incurred in the working of the conditioning plant should be set off by profits derived from grading. I hope the Conference will consider that proposal.

In order to increase the use made of the plant and in an endeavour to prevent, in remaining parts the damp months, it was suggested that "slightly weevily" maize should be treated at a lower rate. The Consulting Committee considered the matter and referred the whole subject to this Conference under the following resolution:—

> "That in order to encourage greater use being made of the conditioning plant for purposes of the drying of wet maize, the present charges be considerably reduced."

It should be noted that a saving of 11 cents per bag can be made if maize requiring to be conditioned is sent direct to the Conditioning Plant.

The Capital Account of the Kingsmeadow Flour Mills is £10,000, including the cost of storage sheds, and you will be asked to consider the advisability of borrowing further capital for the purpose of the erection of a new mill. The cost of the new mill and of the building is an estimated cost of £000.

Weighbridge and Regulations

Weights.—The first essential to any form of weighbridge is that a standard weight for each bag should be fixed, and strictly enforced.

At the beginning many complaints were received at the Mills Conference from the Kingsmeadow Chamber of Commerce and other sources, as to the excessive loss shown in the customers' weights at home. As a result, for the last fourteen months 10 per cent. of the bags in each truck-load weighed, and where the average weight was found to be less than that required by the regulations the whole truck-load has been rejected, and the truck has not been graded until the weights have been right.

Customs Warrants.—That a great improvement has been made in respect to the following customs weights supplied by a trading company: 2,200 tons of maize were shipped during September to January—a big proportion of the total. One shipment of 500 tons showed a loss in weight of 14 per cent. Another similar shipment a loss of 3 per cent. The final result showed an excess weight over the invoiced weight. The two shipments mentioned showed the only shortages.

Some time ago it was estimated that if weighbridges were abolished the space required to stack the graded maize would have to be increased by 300 to 350 per cent. The great difficulty is with those classes of maize which are only found in small quantities such as Grade 3, 3 S.W., Undergrade, Mixed, etc. The minimum quantity of maize that can be handled with the greatest economy is about 1,000 bags, and it seldom happens that any individual shipper receives 1,000 bags of any one of the grades over a reasonably short period.

Re-grading.—One of the expenses to weighbridging is the extra time that has given when maize has deteriorated and has to be re-graded. Which of the shippers trading rooms is likely to stand the loss? It was decided that the only practicable method was to assume that the maize that had deteriorated was the maize that had been longest in warehouse, and the Inspecting Export Officers were consulted to that effect. A certain amount of injustice is bound to occur by this method, but this should be more than compensated for by the fact that maize is shipped in the order that the consignments arrive at Kilindini, and goes out in rotation. The present regulations made by reducing the amount of shrinkage in the warehouses, and in addition, the saving of extra loss of maize needs to produce greater economy which is very great.

Shipment of Maize in Bulk and use of Secondhand Bags.

This matter was discussed by the Consulting Committee, upon a memorandum submitted by the Kenya Farmers' Association, and it was agreed that any necessary alterations should be made to the Grading Rules in order to foster the shipment of maize in bulk.

In an attempt to save part of the present high cost of bags, the Kenya Farmers' Association have shipped about 69,000 bags of maize in bulk, that is to say, their maize was put into new bags, graded, and put on board in the ordinary way. The bags were then emptied and sent back on shore and subsequently sold. It was feared that should this method become popular the local market will become flooded with secondhand bags, and the price will be forced down, thereby defeating the whole object of the scheme.

It was therefore suggested that the bags should be returned up-country and used again for exporting maize on the following conditions:—

(1) That they were to be used only for bulk shipment of maize. In practice this would probably be limited to Grade 2 maize only.

(2) That any maize sent down for bulk shipment and found on arrival here to be not of the required grade should be re-bagged immediately by the owners into new bags.

(3) That maize in secondhand bags should be kept separate from maize in new bags, and should not be block-stacked.

Rule 13 does not permit maize for export being presented for grading in other than new bags, but in order to gain information as to the handling of maize forwarded in secondhand bags for bulk shipment, I authorised the Chief Grader to deal with one experimental consignment contained in secondhand bags.

At its last meeting the Consulting Committee passed the following resolution:—

'That facilities should be afforded for the shipment of maize in bulk and it is recommended that the regulations be so altered to permit of maize for bulk shipment to be presented for grading in secondhand bags provided that the Chief Grader and Inspector is satisfied that the shipper has made satisfactory arrangements for the re-bagging of any such maize at the time of grading and subject to the approval of the authorities at the port with regard to the provision of space.'

Should the Conference approve in principle, the provision of facilities for maize to be shipped in bulk to be presented in secondhand bags, alterations and additions to the Grading Rules would be necessary along the following lines:—

Insert a new Rule after 24:

' Notwithstanding anything contained in Rules 4 and 13 maize for shipment in bulk may be contained in secondhand bags that have been previously used only for maize provided that—

(*a*) Notice shall be given to the Inspector by the shippers of the quantity of maize to be shipped in bulk, the grade, and the name of the ship on which space has been booked before the first part of the consignment is placed on rail.

(*b*) Maize railed to the coast in secondhand bags, which is found on arrival, by the Inspector, not to be of the grade previously described by the shipper shall be re-bagged in new bags of the type required by Rule 13 within 24 hours of inspection by and/or at the expense of the shipper.

(*c*) The Inspector may refuse to accept maize tendered under (*b*) for grading if he is not satisfied that the shipper has made satisfactory arrangements for the expeditious re-bagging mentioned under (*b*) and the administration may levy charges for accommodation if such re-bagging is not completed within 12 hours from the time of rejection.

(*d*) Maize shall not be blockstacked when contained in second-hand bags.'

Shipment of Maize to Benadir Coast.

No. 25 of the Maize Grading Rules reads ' These Rules shall not apply to maize exported to any port on the east coast of the Continent of Africa, south of Port Said and north of Beira or to any port in Arabia.'

At the meeting of the Consulting Committee the Chairman drew attention to the fact that rejected maize, some of which in his opinion was quite unfit for human consumption, had been shipped under this Rule, and asked the meeting to consider whether such action was in keeping with the spirit of the Rule.

So far as it can be determined this maize is used almost entirely for human consumption. It is carried either by coastal steamer or by dhow. In the year 1924-25, 30,000 bags were shipped under this Rule, and in the year 1925-26, 134,800 bags.

Native or yellow maize is preferred, but the shippers will accept flat white. During the last six months 35,500 bags were shipped there, of which about 11,500 had not been through the hands of the graders.

The local Arab and Somali traders always have access to the various blockstacks so that they may see samples of the maize before they buy it, so presumably they are satisfied with the quality—there is always plenty of better quality maize there if they care to pay for it.

This market is of great use to local merchants and shippers, who are able to get rid of small quantities of maize, which would otherwise be difficult to dispose of.

Restrictions put on this Rule could not be enforced at Malindi and other coast ports, which do a certain amount of local trade.

Enquiries have been made through the Royal Italian Consul, and it is hoped that they will be available when the Conference meets. It will probably be admitted that the shipment of maize in really bad condition should, as far as possible, be prevented, whatever its destination, and it is suggested that all maize consigned to the Benadir Coast should be inspected and a certificate for export issued only provided that in the opinion of the Inspector it is fit for human consumption. One effect of that would be to increase the quality of maize treated in the conditioning plant. Probably only a small quantity would remain unfit for shipment, if so treated, and for that a market could be found for the feeding of the livestock in Mombasa.

Advertising.

With the approval of the Consulting Committee steps have been taken to use the walls of the maize conditioning plant for advertising, and the services of the Railway Advertising Contractor have been engaged. As an advertisement of value to the Colony generally, ' Settle in Kenya ' has been painted in a prominent position, at a cost of about £25, met from one of the votes of the Department of Agriculture, and it is estimated that revenue amounting to about £100 per annum will be obtained from the remaining space. That should be credited to the maize conditioning account.

Staff.

Provision is made for three graders and inspectors, but two of these officers have been on leave so that at no time have more than two inspectors been on duty.

Mr. C. C. T. Sharp was given the designation of Chief Grader and Inspector.

Appendix IV gives particulars of expenditure and revenue submitted for the Estimates of 1927.

In accordance with the arrangements already approved the services of grading, conditioning and cool stores are provided under one organisation.

General.

It is most satisfactory to be able to record that during the last year not a single complaint has been received with regard to the grading of the maize exported from this Colony and no reference has been demanded by shippers to the Appeal Board provided under the Ordinance. That achievement reflects great credit upon the Chief Grader and his staff and demonstrates the care exercised in the administration of the Grading Ordinance.

The prospects for the next maize crop are most favourable. There is every indication that the crop will prove a record one, both on European farms and in native reserves, and it is anticipated that the export for the year now entered upon will reach approximately one million bags.

In conclusion I wish to express the appreciation of the Department of Agriculture for the cordial co-operation of the Railway Department in all the work under review, work in which the two Departments have been closely associated. Thanks are due also to the District Engineer of the Railway and his staff for services rendered in the erection of the maize conditioning plant. To the Maize Consulting Committee I desire also to convey an expression of the value of their advice and the assistance which they have rendered."

On the proposal of Mr. Hirst, seconded by Mr. Saleh Mohamed, the report submitted by the Chairman was unanimously adopted.

Financial.

The financial statements (Appendices II, III and IV) were then placed before Conference. Attention was drawn to the loss of £150 in the year's working in the Grading Account. This loss was attributed to the falling off in the total quantity of maize exported during the year under review. In answer to an enquiry the Chairman mentioned that there is still a balance of £590 standing to the credit of the Grading Account covering the period since its inception.

With regard to the conditioning plant statement the Chairman said that he was sorry to present what appeared to be an unsatisfactory account, but he pointed out that the plant has been operating for eight months only, during which period the quantity of maize exported was comparatively small and in consequence little was offered for conditioning. He also drew attention of Conference to the fact that the intention was, and the expectation of Government is, that repayment of interest and sinking fund charges on the capital cost of the conditioning plant should be recovered over a reasonable period.

Mr. Evans enquired as to how much such recovery would amount to in the year.

The Chairman intimated that on a capital cost of £10,000, spread over ten years, the annual sum of about £1,200 would be required, but of course would be proportionately reduced if spread over a longer period.

Mr. Johnson asked information as to the capacity of the plant.

The Chairman said that it had a guaranteed capacity of five tons hourly and that it had actually an output of five-and-a-half tons; he also replied, in answer to an enquiry from Captain Whitmore, that the plant could, if necessary, be worked for a twenty-four hour day continuously.

With regard to the question of utilising profits on the Grading Account to meet losses on the Conditioning Account, it was decided to consider this matter together with Agenda Item No. 5.

The Chairman then presented the estimates of expenditure and revenue which had been presented to Government in respect of the year 1927, and explained that these had been designed to embrace grading, conditioning, cool stores and seed and plant import inspection services under the one organisation, which in his opinion was the most economical as well as the most efficient manner to conduct these services, all of which would be controlled by the Chief Grader and Inspector.

With regard to the estimate of revenue, he had calculated on an estimated export of 1,000,000 bags and would like to have the opinion of Conference on this figure.

Mr. Evans thought it still too early to forecast a reliable figure, but he thought that the Kenya Farmers' Association would have about 700,000 bags of which about 500,000 would be exported.

The Chairman said that in view of that his estimate of one million bags was apparently not an over-estimate, and it was agreed that it was conservative.

Captain Tyson then moved the adoption of the Statements and Estimates (Appendices II, III and IV). This was seconded by Mr. Evans, and carried unanimously.

Moisture Content of Maize.

Raising Standard to 14 per cent. or Alternatively Reconsidering Question of Inland Grading.

The following resolution submitted by the Kitale District Committee was read to Conference:—

> "That in view of the large number of bags of maize rejected this season from the Trans Nzoia area, the question of moisture content in maize be very carefully gone into with a view to raising the moisture content for this country to last year's standard, the present moisture content having

been brought in to conform with conditions prevailing in South Africa, and absolutely dissimilar to this country. That if the Conference are unable to raise the moisture content that the question of up-country grading be reconsidered. That a telegram be sent to this effect to Captain Angus from the District Committee."

THE CHAIRMAN said that it was expected that Captain Angus would be present to introduce this subject, and in his absence asked someone representing the Plateau Maize Growers, Ltd., to open the discussion.

MR. JOHNSON said that Captain Angus had mentioned the matter to him. He (Mr. Johnson) thought that what had happened was that there had been a great amount of rain in the Trans Nzoia District this season and there was some difficulty in drying the maize to come within the 12½ per cent. standard. He also said that the Plateau Maize Growers, Ltd., did not desire to press the matter.

CAPTAIN SAYER reminded Conference that when the standard was 14 per cent. several shipments went wrong; since it was reduced to 12½ per cent. no such mishaps had occurred. It would, in his opinion, be a seriously retrograde step to raise the standard, particularly as a conditioning plant had been provided for the purpose of conditioning wet and weevily maize.

MR. BROWN said that he was from the Trans Nzoia District, but was not on the District Committee. He did not think that it would be wise to raise the moisture standard and thought that it may be that the District Committee are not in full knowledge of the facts of the question.

CAPTAIN WHITMORE thought that the difficulty in getting their maize dry in the Trans Nzoia was perhaps due to the fact that they employed cribs 15 ft. wide as compared with 10 ft. as used in the Nakuru area.

MR. GIBSON opposed the proposal and reminded Conference that by increasing the moisture standard the market value would be reduced.

THE CHAIRMAN said that he had the greatest sympathy for maize growers in regard to the position in which they found themselves this season, but he would be surprised if it were not a passing phase only, and if with greater experience they would not succeed in getting their maize down to the prescribed standard. The matter had been very fully considered at previous conferences, and he was of opinion that to raise the percentage of moisture permissible would be a retrograde step.

CAPTAIN SAYER then proposed "That the percentage of moisture content as at present be adhered to." This was seconded by MR. GIBSON and carried unanimously.

The Chairman then asked Conference to consider the question of up-country grading, as indicated in the resolution from Kitale.

Mr. Gibson was of opinion that the question of up-country grading should not be reconsidered.

Mr. Bettison supported and proposed "That the matter of inland grading be not reconsidered." This was seconded by Mr. Hirst and carried unanimously.

Maize Conditioning Plant.

Charges.

The following resolution submitted by the Maize Consulting Committee was then considered:—

> "That in order to encourage greater use being made of the Conditioning Plant for purposes of the drying of wet maize, the present charges be considerably reduced."

Mr. Evans said that he supported the resolution and said that he would like to see the charges reduced by half and thus encourage farmers who are not quite sure about their crop to send it direct to the conditioning plant. This, he thought, would result in the plant being continuously in use and in consequence the running costs proportionately reduced and the revenue increased.

Mr. Bettison, in supporting the resolution, said that a very considerable quantity of machinery is now being imported for the purpose of harvesting and shelling maize in the field. If conditioning charges were considerably reduced producers would send their crops direct to the conditioning plant for drying.

The Chairman pointed out that drying formed part of the harvesting process and that when the erection of the plant was contemplated it was not thought that farmers would want it for the purpose indicated by previous speakers.

To cope with a service of that volume a plant of much greater capacity would be required.

Mr. Brown was of opinion that Mr. Bettison's proposal would meet the needs of the Trans Nzoia more than anything else.

Mr. Evans pointed out that if Mr. Bettison's proposal was given effect to, the flow of maize to the port would be much steadier and considerably assist railway difficulties.

Mr. Sharp reminded Conference that the plant had already been taxed to the limit of its capacity with maize which had been rejected for grade.

The Chairman said that when previous Conferences and Government had considered the question of a maize conditioning plant, there was no idea in the minds of anyone that the crop as a whole or even a big percentage of it would be treated in this manner. It was only designed for the treatment of such maize as was rejected for grade on account of excess moisture or for its weevily condition. He felt sure that with the present plant there will be times during the present season when the wet and weevily maize will be sufficient to keep the present plant working at its full capacity.

Mr. Evans did not think that farmers would send very wet maize down deliberately, but thought that those whose maize was slightly in excess, say, 13 per cent. of moisture, would take advantage of the facility.

The Chairman pointed out that under present conditions consignors would save sixteen cents per bag by sending it direct to the conditioning plant, *i.e.*, it would cost sixty-five cents per bag, instead of the usual fee of seventy-five cents plus the re-grading fee of six cents. He suggested that if Conference pressed for a reduction of the charge on maize sent direct to the plant its treatment should only be undertaken after rejected maize had been dealt with.

Mr. Bettison then proposed the following resolution:—

> "That the charges for conditioning be reduced from 60 to 50 cents per bag for maize consigned direct from up-country stations to the maize conditioning plant, provided, however, that the Chief Grader shall give preference to maize rejected in the process of grading and sent to the plant for conditioning."

This was seconded by Captain Whitmore and carried *nem. con.*

With regard to the utilisation of any profits derived from grading fees for the purpose of meeting any losses occurring at the conditioning plant, Mr. Gibson said that he was very much opposed to the proposal which really meant that the grading account would be called upon to subsidise the conditioning plant, which would be a direct penalty on the good farmer who sends his maize to the coast in a fit state for shipment. He would, therefore, propose the following resolution:—

> "That the grading fees account be kept separate from the conditioning plant account, and that any profit made on the former be carried forward to the credit of that account with a view to the later reduction of the grading fees."

Mr. Hirst supported the views expressed by Mr. Gibson and seconded the resolution.

Mr. Sayer was in agreement that the maize industry had to stand on its own feet and did not think that the general public should be asked to pay for the maintenance of the conditioning plant and for this reason he was opposed to Mr. Gibson's proposal.

Mr. Kent supported Mr. Sayer's view and moved the following amendment to Mr. Gibson's resolution:—

"That the profits (if any) from grading be utilised towards meeting any losses incurred in the conditioning services or vice versa."

This was seconded by Mr. Sayer.

The Chairman put the amendment to the meeting, which was carried by 12 votes to 8.

Conference then adjourned until 9.15 a.m. on the following day.

Conference reassembled at 9.15 a.m., on Thursday, 29th July, 1937, Mr. Lester Hunt being the only absentee delegate.

A letter just received from the Mombasa Chamber of Commerce and Agriculture was read to Conference.

The Chairman intimated that the matters raised therein would be considered under their appropriate heads of the Agenda.

Export of Maize in Bulk.

Revision of Rules to provide therefor.

The following resolution submitted by the Maize Consulting Committee was read to Conference:—

"That facilities should be afforded for the shipment of maize in bulk and it is recommended that the regulations be so altered to permit of maize for bulk shipment to be presented for grading in secondhand bags provided that the Chief Grader and Inspector is satisfied that the shipper has made satisfactory arrangements for the re-bagging of any such maize at the time of grading, subject to the approval of the railway authorities as to the port with regard to the provision of space."

Conference having agreed to the principle of the resolution, the Chairman asked that the following draft rules to provide therefor be considered and discussed:—

"Notwithstanding anything contained in Rules 4 and 13, maize for shipment in bulk may be contained in secondhand bags that have been previously used only for maize, provided that:—

(*a*) Notice shall be given to the Inspector by the shippers of the quantity of maize to be shipped in bulk, the grade, and the name of the ship on which space has been booked before the first part of the consignment is placed on rail.

(*b*) Maize railed to the coast in secondhand bags, which is found on arrival, by the Inspector, not to be of the grade previously described by the shipper shall be re-bagged in new bags of the type required by Rule 13 within 24 hours of inspection by and/or at the expense of the shipper.

(*c*) The Inspector may refuse to accept maize tendered under (*b*) for grading if he is not satisfied that the shipper has made satisfactory arrangements for the expeditious re-bagging mentioned under (*b*) and the administration may levy charges for accommodation if such re-bagging is not completed within 12 hours from the time of rejection.

(*d*) Maize shall not be blockstacked when contained in second hand bags.

Clauses (*a*) and (*b*) approved without comment.

With regard to Clause (*c*), the CHAIRMAN pointed out that the Railway Administration had in the past few years done every thing possible to facilitate the maize industry at the port. Nevertheless the position is not entirely satisfactory, and as changes were about to take place in the control and management of the port, he hoped that this Conference, or the Maize Consulting Committee, would see that the port authorities, whoever they may be, did provide every facility necessary for the proper handling of maize at the port. He thought it should be decided that some body should have power to confer with the port authorities on such matters as affect the industry, as may from time to time arise.

MAJOR MUNRO fully endorsed the views expressed by the Chairman and proposed the following resolution:—

> "That the Consulting Committee be requested to confer with the new Port Authority or any other body in charge at the port with regard to the arrangements necessary to facilitate the export trade in maize."

This was seconded by CAPTAIN EVANS and carried unanimously.

MR. SAYER was of opinion that the free storage period of 12 hours referred to in clause (*c*) was much too short. He thought that this should be extended to 48 hours exclusive of Sundays and public holidays.

Mr. Sharp expressed the view that if 24 hours were exceeded congestion would result.

Mr. Browning said that although he had not gone fully into the matter, he did not think that there would be great objections to the period being extended to 24 hours, but a longer period than that could not reasonably be contemplated.

Mr. Sayer was of opinion that the maize could not always be handled within 24 hours, and drew attention to the fact that in Mombasa labour had to be engaged at 7 a.m.; if it were not obtained then, none could be secured until that hour on the following day. He therefore proposed that the last line of clause (c) be amended to read: "within 48 hours (excluding Sundays and public holidays) from the time of rejection."

Captain Tyson said that the member from the Coast (Mr. Sayer) had made it quite clear that the maize could not be handled in 24 hours. He felt that no shipper was going to take more time than was necessary and that the whole success of the scheme depended on a sufficiency of time. He therefore seconded Mr. Sayer's amendment, which was accordingly put to Conference and approved with one dissentient.

Mr. Bettison then moved that the Rules as amended by the foregoing resolution be adopted, subject to any technical revision found necessary by the Legal Department. This was seconded by Mr. Johnson and carried *nem. con.*

It was further decided that the Chairman be empowered to confer with the railway authorities with a view to securing 48 hours free storage, but if unsuccessful to make the best arrangements possible in the interests of the industry.

Blockstacking.

The Chairman intimated that he had been in communication with the Acting General Manager of Railways with a view to the abolition of the blockstacking system this forthcoming season, and that the following reply, dated 22nd June, 1926, had been received:—

> "I am informed that it is unadvisable to abolish block-stacking this season, as the third and fourth berths for the deep-water wharf have not been sanctioned and the capacity of Mbaraki this season for maize is in doubt.
>
> "Acting on this advice, I am therefore to recommend that block-stacking continue for at least another year."

Mr. Tyson proposed and Mr. Evans seconded that the Hon. Acting General Manager's letter be approved.

Inland Weighing.

THE CHAIRMAN reported that this matter had been placed on the Agenda at the request of the Railway Administration.

MR. BROWNING said that this system of test weighing had been introduced in December, 1924, and necessitated extra staff being retained at these points where the test weighing is practised, and that he was desirous of dispensing with these duties.

THE CHAIRMAN read the following resolution passed at a recent meeting of the Mombasa Chamber of Commerce:

> "That the delegates of this Chamber be instructed to press for a continuance of inland weighing."

MR. SAYER said that the shipping companies desired a continuance of check weighing. A consignee oversea produces grading certificates for a stated quantity of maize. If it turned out to be short in weight the shipping companies were held liable.

MR. GIBSON then moved the following resolution:—

> "That this Conference presses for a continuance of inland weighing at important stations, pending the discontinuance of blockstacking."

This was seconded by MR. CORNISH and carried *nem. con.*

MR. BROWNING intimated that he was prepared to accept the foregoing resolution.

Period of Free Storage allowed in Maize Sheds at Kilindini.

MR. BETTISON explained that his association had asked for this matter to be placed on the Agenda on information received that the railway administration contemplated reducing the period allowed for free storage.

MR. BROWNING informed Conference that as far as he was aware there was no intention of reducing the period at present allowed. The matter was accordingly allowed to drop.

Railway Freights.

(a) Maize in transit to mills prior to export as maize meal.

MR. BROWNING said that as an administration they felt that they could not reduce the rate on maize going to mills for conversion into maize meal. It would involve an increase in organisation to deal with this.

MAJOR MUNRO said that the Convention of Associations, whom he represented, is definitely opposed to any form of subsidy which would directly or indirectly effect an increase in freights on other commodities, and if the proposal to reduce freights on maize consigned to mills would tend to increase other rates, he would have to oppose it.

Mr. Browning said that there was no question, but that any reduction in these freights would tend towards loss of revenue.

Mr. Johnson said that the Plateau Maize Growers had brought the matter forward for consideration, but that if there were complications or difficulties in the way, not to press the matter.

Mr. Evans said that his firm had tried one or two consignments of maize meal in the home markets, but that it did not prove a very lucrative business. He thought that the present discussion was premature and that there is nothing to warrant it.

The Chairman asked Conference whether they would like the matter to be recorded as having been discussed and dropped. This was unanimously agreed to.

(*b*) *Flat rate on branch lines.*

The Chairman reported that this subject was introduced at the request of the Plateau Maize Growers, Ltd., the members of which were affected by the charge levied on maize transported over branch lines.

Mr. Browning reminded delegates that it was understood before the branch lines were constructed, that charges were to be levied to meet the capital cost of these lines. He asked whether the proposal was intended to mean that they should go back on that arrangement.

After discussion, and in the absence of a resolution, the Chairman declared the matter dropped.

(*c*) *Rates of maize and maize meal for local consumption.*

The Chairman, in introducing the following resolution of the Maize Consulting Committee, explained although the Maize Consulting Committee had decided that the matter should not be included in the Conference Agenda, he had in deference to definite requests from the Convention of Associations and Plateau Maize Growers, Ltd., brought the matter forward for discussion:—

The Maize Consulting Committee recommends:—

> "That the subject of internal railway freights on maize and maize meal for local consumption be not included in the Agenda of the forthcoming Conference, and that it be suggested to the Plateau Maize Growers, Ltd., and Convention of Associations that representations thereon should be made to the Inter-Colonial Railway Council.".

Captain Montague on behalf of the Convention of Associations said that he would like to support a claim for the reduction of freight on maize and maize meal intended for local consumption,

provided that it did not affect other freight rates. The Railway was getting very rich and when the opportunity comes for reducing rates, the question of maize meal should receive prior consideration.

Mr. Hirst supported Captain Montague. Up-country farmers were, on account of high freights, debarred from selling their maize in the local markets.

Mr. Browning said that the object of the very low export rate is to encourage the transportation of very large consignments. He felt that in any case the matter would come before the Railway Council, and a very good case would have to be put forward for reducing this rate more than that of any other commodity.

Mr. Evans proposed that the resolution passed by the Maize Consulting Committee be re-affirmed. We were all in sympathy with the reduction of freights, but the Maize Conference was started for the purpose of dealing with the maize export trade and it was not intended to mix ourselves up with internal matters.

Mr. Johnson disagreed with Mr. Evans and thought that this Conference should be in the interests of the maize industry as a whole.

Captain Tyson supported the views put forward by Mr. Evans and seconded his resolution.

Mr. Cornish was of opinion that Conference should make recommendations to the Railway Council in this connection and moved the following resolution:—

> "That while expressing sympathy with the object Conference is of opinion that the matter of a reduction of railway freights on maize and maize meal for local consumption should be dealt with by the Railway Council in relation to the needs of other industries and the effect which such a reduction might have on the rates on other commodities."

Captain Montague seconded this resolution, and in view of its comprehensive character Mr. Evans and Captain Tyson withdrew their previous resolution.

Mr. Cornish's resolution was carried.

Export of Maize to Ports south of Port Said and north of Beira.

The Chairman referred to the part of his report dealing with this trade, which is not very satisfactory. He did not think that we should go to the full extent of grading this maize, but the case might be met by inspection and the issue of an export certificate,

provided that the maize is, in the opinion of the inspector, fit for human consumption. He also mentioned that he had been in communication with the Royal Italian Consul, who had referred the matter to the Government of Italian Somaliland, but so far no reply had been received.

Mr. Sayer proposed that Rule 25 remain in force at present, and further that the whole question of this trade be referred back to the Maize Consulting Committee with power to act. This was seconded by Mr. Johnson and carried unanimously.

Prohibition of Purchase of Maize in North, Central and South Kavirondo.

Mr. Cornish, in introducing the following resolution, on behalf of the Kisumu Chamber of Commerce, said that its object is to endeavour to ensure the future prosperity of the industry in that area, and at the same time safeguard the producer and export buyer. Hitherto buyers had purchased the crop before it was properly harvested and dried, with the result that large consignments had been rejected on arrival at the coast. The proposal could not adversely affect anyone and would rather have a tendency to facilitate railway transportation and shipping:—

> "That to ensure as far as possible Grade K 7 Maize (commonly known as Native Maize) being marketed in a dry condition for export by natives in North, Central and South Kavirondo, a regulation be introduced prohibiting all merchants and traders from purchasing new crop maize in that area before the 15th August each year, and that the native producers be instructed to withhold the marketing of their maize until the date sanctioned."

Mr. Gibson said that he would support the resolution if other districts, notably Thika, were brought within the scope. He, however, was not sure whether the 15th August would be the most suitable date as seasons differ from year to year.

The Chairman said that rules could be passed under the Crops Production and Livestock Improvement Ordinance (1925), but that there was a considerable trade in maize for local consumption, and it would be a hardship to restrict that trade. He also said that he had discussed the matter with the Honourable the Chief Native Commissioner and the Railway authorities and had come to the conclusion that the best means of dealing with the situation would be to prevent the transportation of maize intended for export from these areas until a specified date in each year. With regard to the date, he thought that that would have to be gone into each year, having regard to the date of ripening of the crop. He had been informed that the crop this year will not be ripe until the 15th of September.

Mr. Cornish then proposed:—

"That the Honourable the Director of Agriculture takes action with the railway authorities under the appropriate ordinance for controlling the transportation of maize intended for export, until a prescribed date in each year."

Mr. Gibson seconded the resolution provided that provision is inserted empowering the Director of Agriculture to exercise his powers in other districts. Mr. Cornish agreed to this proviso and the resolution was thereupon carried *nem. con.*

Maintenance of Maize Sheds.

Mr. Gibson proposed that the recommendation of the Maize Consulting Committee "that steps should be taken to paint the exterior walls of the maize sheds," be given effect to.

Mr. Sayer said that an item of this description need not be brought before Conference. If the work is necessary the Director of Agriculture should so arrange to have it done without reference to this body.

The Chairman explained that it was placed on the Agenda as the cost would mean an addition to the capital cost of the plant.

Mr. Gibson's proposal, being seconded by Captain Tyson, was put to Conference and carried unanimously.

Mr. Sayer then proposed that matters of this description be left entirely to the discretion of the Department of Agriculture. Seconded by Mr. Hirst and carried *nem. con.*

Distinctive marking of "A" quality 2½ lb. bags.

Resolution submitted by Kisumu Chamber of Commerce:—

"That Rule No. 13 of the Maize Grading Rules be amended to include provision for distinctive marking of twill bags 'A' quality 2½ lb."

Mr. Cornish explained that this resolution was brought forward by Kisumu Chamber for the purpose of preventing the abuse of Rule 13. He pointed out that the spirit of the rule was being evaded in that bags of 2½ lb. of the old inferior quality were being used. He would suggest that a special distinct bag with, say, a red line interwoven, should be exclusively used.

There being no seconder to the resolution the matter dropped.

Mr. Johnson then moved that Rule 13 remain in operation as at present. This was seconded by Mr. Bettison and carried *nem. con.*

Plant Breeding Services—Maize.

Mr. Evans on behalf of the Kenya Farmers' Association proposed:—

"That this Conference recommends to Government that a Plant Breeder solely for maize be appointed."

In speaking on the need for such an appointment, Mr. Evans said that he realised that it is a service which would be of great advantage to maize growers, and he believed that the directors of the Kenya Farmers' Association would very favourably consider making a contribution towards the cost of this service.

Mr. Johnson, in seconding, said that although the matter had not been before the directors of the Plateau Maize Growers, Ltd., he had no doubt but that they would look on it in a favourable light, and make a contribution towards the cost.

The proposal on being put to Conference was carried unanimously.

Any Other Business.

(a) Moisture testing at Kisumu.

The Chairman announced that he had just received a letter from Kisumu Chamber of Commerce asking that facilities for testing the moisture in maize be instituted at Kisumu. He would ask Mr. Cornish whether there would be any objection to the matter being discussed by Conference.

Mr. Cornish welcomed discussion by Conference, and explained that at one time moisture testing was practised at Kisumu, but that merchants at that time were not unanimous as to its need. Experience, however, has shown that unanimity in the matter is now apparent. He would therefore propose that this service be re-instituted on the condition that all maize passing through Kisumu is tested.

The Chairman thought that between 40,000 and 50,000 bags would come through Kisumu. A testing fee of 6 cents per bag would therefore realise a revenue of £100 to £150 which would not meet the cost of such a service. He thought that the merchants at Kisumu might be expected to do what other associations did elsewhere, that they provide their own tester and determine for themselves whether or not maize was of correct moisture content. Further the Department of Agriculture provides facilities for samples to be tested at a fee of Shs. 5 per sample.

Conference then agreed that the matter should drop.

(b) Weighing Maize over Railway Weighbridge, Kilindini.

The Chairman said that this matter had been brought up at the request of Plateau Maize Growers, Ltd., and that he had no resolution or particulars as to the points involved.

Mr. Johnson and Mr. Hirst said that they had no instructions or information regarding this matter, which Conference allowed to drop.

(c) *Wharfage Charges.*

Mr. Bettison asked permission to bring forward the matter of wharfage charges at Kilindini. He had been informed by his agent, that in view of the likelihood of a large crop a lot of maize will not be man-handled, but may have to be craned. The charge for cranage is Shs. 1/50, whereas if man-handled into lighters the charge is 80 cents per ton.

Mr. Browning said that he had no information that maize would have to be craned, and that he would have to look into the matter before coming to any decision.

Mr. Bettison then proposed that:—

> "If through inadequate accommodation for man-handling maize at the maize pier, the Uganda Railway find it necessary to handle maize into lighters by means of cranes, the rate of 80 cents per ton for cranage and wharfage should be charged."

This was seconded by Mr. Hirst and carried with one dissentient.

The Chairman in declaring the Conference closed, expressed appreciation on behalf of the Department of Agriculture for the assistance and help generously afforded by members of Conference.

A vote of thanks to Mr. Holm for having taken the chair terminated the proceedings.

ALEX HOLM,
Chairman.

A. C. HUNTER,
Secretary.

Nairobi,
August, 1926.

APPENDIX I.

STATEMENT OF MAIZE FOR EXPORT 1ST JULY, 1925 TO 30TH JUNE, 1926—GRADES, ETC

Month.	K1.	K2.	K2 SW.	K3.	K3 SW.	K6.	K7.	K8 W.	K8. WS W.	K8. YS W.	K8. N.	K8. NSW.	Total accepted for grade.	Rejected. Wet.	Musty.	W'ly.	Other Causes.	Total rejected for grade.	Grand total inspected.	Revenue.	
	Bags.	Bags.	Bags	Bags.	Bags.	Bags.	Bags.	Bags.	Bags.	Bags.	Bags.	Bags.	Bags.	Bags.	Bags.	Bags.	Bags.	Bags	Bags	Shs.	cts.
July.. ..	..	14,580	1,976	..	..	..	..	1,253	146	1,239	..	..	19,194	382	4	278	4	668	19,862	1,191	72
August ..	..	13,783	924	..	..	..	..	2.066	318	370	..	..	17,461	145	78	2,152	64	2,439	19,900	1 194	00
September ..	..	7,700	2,185	..	..	..	7,444	1,526	629	163	4	331	19 982	1,402	583	4,247	6	6,238	26 220	1,573	20
October ..	..	3,176	7,530	..	..	..	12,691	151	419	85	..	577	24,629	1,444	3,772	949	552	6,717	31 346	1,880	76
November ..	226	5,675	6,294	388	94	..	4,534	6	36	..	..	2,169	19,431	1,895	505	291	1,348	4.039	23,470	1,408	20
December ..	..	4,163	3,445	381	5	..	164	481	24		..	6,506	15 169	3,808	638	448	945	5,839	21 008	1,260	48
January ..	76	21,602	10,003	2,065	27	..	292	627	67	180	965	5,505	41,409	2,605	135	2.165	172	5,077	46,486	2,789	16
February ..	..	45,752	7,156	2,761	175	351	..	385	27	..	..	207	56,814	2,665	616	96	886	4,263	61,077	3 664	62
March ..	867	55,706	6,628	363	2	274	..	142	789	..	..	..	64 771	1,944	169	237	556	2,906	67,677	4,060	62
April ..	79	43,540	9,541	4,486	538	..	..	116	28		..	..	58,328	446	318	508	855	2 127	60,455	3,627	30
May.. ..	..	10,321	9,453	592	156	..	..	..	3	..	..	..	21,025	3 126	219	1,536	1	4,882	25,907	1,554	42
June ..	..	9,943	8,610	1	2	..	..	..	1	4	..	..	18,561	4.028	117	1,600	405	6,150	24,711	1,482	66
Total Bags ..	1,248	236,441	73,745	11,037	999	625	25,134	6,753	2,487	2,041	969	15,295	376,774	23,890	7,154	14,507	5,794	51,345	428.119	25,687	14
Percentage of	total	accepted	for Grade.											Percent	age o	f total	inspe	cted re	jected f	or Grade.	
	0.33 %	62.76 %	19.66 %	2.93 %	0.27 %	0.17 %	6.64 %	1.76 %	0.66 %	0.53 %	0.26 %	4.03 %		5.58 %	1.68 %	3.39 %	1 3 %	12.0 %			

NOTE.—No Maize was graded K4, K5 or K8 (Yellow.)

C. C. T. SHARP,
Chief Grader and Inspector

APPENDIX II.

GRADING ACCOUNT.

1st July, 1925 to 30th June, 1926

Expenditure.	Shs	cts.	Revenue.	Shs.	cts.
Salaries—Graders and Inspectors	13,295	08	Grading and Inspection Fees :—		
Clerk	2,766	66	Maize—428,119 bags	25,687	14
Local Allowances ..	2,050	00	Beans—4,210 bags	280	00
Labour	1,861	26			
Sundry Expenses	2,189	90			
Travelling Expenses	672	87	Balance—Excess Expenditure over		
Passages (proportionate)	2,025	00	Revenue	3,056	13
Office Rent (proportionate) ..	250	00			
Housing provision (actual and estimated)	3,112	50			
Medical Services (estimated) ..	800	00			
Shs.	29,023	27	Shs.	29,023	27

H. S LAND,
Accountant.

ALEX HOLM,
Director of Agriculture.

APPENDIX III.

MAIZE CONDITIONING ACCOUNT.

1st July 1925 to 30th June, 1926.

Expenditure			Revenue.		
	Shs.	cts.		Shs.	cts.
Salaries—Graders and Inspectors	2,450	00	Conditioning, 20,929 bags	12,557	40
Mechanics	8,680	00	Re-weighing, 618 bags	123	60
Clerk	2,016	68	Re-sewing, 232 bags	46	40
Local Allowances ..	1,758	33	*Balance—Excess Expenditure		
Labour	5,361	66	over Revenue	15,909	92
Sundry Expenses	3,482	20			
Travelling Expenses	77	20			
Passages (proportionate) ..	1,080	00			
Office Rent (proportionate) ..	125	00			
Housing provision (actual and estimated)	3,006	25			
Medical Services (estimated) ..	600	00			
Shs.	28,637	32	Shs.	28,637	32

*Interest and Sinking Fund on Capital Cost not included.

H. S. LAND,
Accountant.

ALEX HOLM,
Director of Agriculture.

APPENDIX IV.

GRADING AND INSPECTION (IMPORTS AND EXPORTS).

Grain Conditioning and Cool Stores Services.

EXPENDITURE 1927.	£
Personal Emoluments.	
Chief Grader and Inspector and Manager Cool Stores (£480 x £20 to £600 x £30 to £720)	630
1 Grader and Inspector (£480 x £20 to £600) ..	534
1 Asst. Grader and Inspector (£300 x £18 to £390)	300
1 Foreman Mechanic (£390 x £18 to £480 x £20 to £500)	401
Also Assistant Manager Cool Stores (£60 p.a.) ..	60
2 Mechanics (Shs. 300/- each per month)	360
1 Clerk (£300 x £18 to £390 x £18 to £480 x £20 to £500)	424
Total Personal Emoluments. ..	2,709
Other Charges.	
Grading and Conditioning—Upkeep and Labour ..	1,200
Cool Stores—Upkeep and Labour	720
Total Other Charges. ..	1,920
TOTAL GRADING AND INSPECTION (IMPORTS AND EXPORTS.) ..	4,629

REVENUE ESTIMATED FOR 1927.	£
1. Maize Grading 1,000,000 bags @ -/06 each.. ..	3,000
2. Maize Conditioning 73,333 bags @ -/60 each .	2,200
3. Cool Stores	400
TOTAL £	5,600

APPENDIX V.

GRADING OF MAIZE RULES, 1925.

(The Agricultural Produce Export Ordinance, 1921).

RULES.

In exercise of the powers conferred upon him by Section 10 of the above Ordinance, His Excellency the Governor in Council has been pleased to make the following Rules:—

1. These Rules may be cited as "The Grading of Maize Rules, 1925," and shall take effect from the first day of November, 1925.

2. The grades of maize together with their class and description shall be as set out in the schedule to these Rules.

3. The maize shall be delivered in a manner suitable for purposes of inspection at the wharf at Kilindini or Mbaraki Piers, or at such other places at the Coast as the Director of Agriculture may prescribe.

4. (*a*) When the administration of the Uganda Railway stores graded maize under the block-stacking system, each block-stack shall be composed of one grade of maize, but without regard to the ownership of the maize.

(*b*) The maize shall be block-stacked subject to any charges, rules, regulations, or conditions not inconsistent with the Agricultural Produce Export Ordinance, 1921, and any amendment thereto, or with these Rules, which the administration of the Uganda Railway may see fit to impose.

(*c*) Owners of maize intended for export, or their accredited agents, may be required to enter into a separate agreement with the administration of the Uganda Railway concerning the method and conditions of block-stacking.

(*d*) No person shall export or cause or permit to be exported, or attempt to export, maize without having first stored it as may be required, except as provided for by Rule 25.

5. The owner or shipper shall notify the inspector giving particulars of the consignment, *i.e.*, name of ship on which space has been provided, consignee, destination, number of bags.

6. Such notification shall be given at least four clear days before shipment is due and delivery at the places mentioned in Rule 3 shall, if required, be made at least two clear days before shipment.

7. Inspection shall ordinarily be made within fourteen days of shipment; if in the opinion of the inspector it is necessary, re-inspection may be made at any time after the original inspection and the grade may thereupon be altered.

8. The certificate of grade shall be delivered to the shipper only on production of the " shipping order " or " bill of lading."

9. Every bag of maize in a consignment shall be examined before a certificate is granted in respect of such consignment.

10. It shall be lawful for the inspector to abstract, remove and retain samples from each bag examined, provided that the sample from any one bag shall not exceed one-half of one per cent. of the total contents of that bag.

11. No maize shall be permitted to be exported which contains more than 12.5 per centum of moisture as determined by the Brown-Duval Moisture Tester, nor maize which is " weevily," but the exportation of " slightly weevily " maize shall be permissible.

12. No certificate of grade shall be issued in respect of any consignment of maize found on examination to be wet, unripe or badly developed, musty or weevily; for the export of maize which is defective in these respects, but whose export is not prohibited under Rule 11, an inspection certificate shall be issued.

13. Maize intended for export shall be contained in new twill bags, "A" quality, 2½lb. weight, 8 x 8 (Porter and Shot), in good condition, and securely doubly sewn with overlapping edges.

14. The inspector may refuse to grade any consignment of maize when the average weight of each bag is less than 200lb. nett, and grading fees as prescribed in Rule 23 shall be charged in respect of any such maize rejected and again when re-submitted for grading. It shall be lawful for the administration or for the inspector to determine the weight of maize offered for grading at any one time by any one person by weighing ten per centum of the number of bags offered for grading.

15. Each bag of maize graded in accordance with these Rules shall be branded with " K " and the number of the grade within a ring.

16. The consignor of weevily maize to be carried by the Uganda Railway administration to any of the places mentioned in Rule 3, or to the Government Conditioning Plant shall clearly state on the consignment note that the maize referred to thereon is weevily.

17. Upon receipt of notice from the inspector maize which is found to be weevily on re-inspection or which has been railed as sound, but is found on arrival at the Port to be weevily, shall be removed forthwith by and/or at the expense of the owner or owners to a place set aside for such produce.

18. All maize rejected by the grader shall be removed by and/or at the expense of the owner from the wharf sheds not later than the fourth day after such rejection, provided that maize rejected on account of dampness or weevils may be re-conditioned for inspection.

19. Weevily maize shall be stored separately from other maize, or at the Government Conditioning Plant pending treatment.

20. All bags of maize treated for the destruction of weevils shall be marked with the letter " C " in addition to the grade mark, and the certificate of grade or inspection shall be endorsed with the words, treated by heat for the destruction of weevils."

21. Maize which has been treated at any conditioning plant shall not bear the grade mark No. 1.

22. In the event of any consignor electing to store maize rejected for export in private sheds away from the wharf, such action shall be permitted, but should the owner of such maize thereafter decide to dispose of it locally he may do so on payment of the difference between the special export railway rate and the ordinary rate obtaining between the station of origin and the Port. If the maize rejected is not re-submitted for grading and exported within a period of thirty days from the date of re-rejection, payment of such difference must then be made.

23. A charge shall be made by the inspector at the rate of six cents per bag in respect of all maize submitted for grading under these regulations, and payment therefor shall be made prior to issue of certificate or removal of maize. If maize has been removed and later re-submitted for inspection the same charge shall again be levied.

24. The Government shall not be held responsible for any loss which may be sustained in connection with maize forwarded for export, and shall not undertake any responsibility in respect of any certificate which may be issued under these regulations.

25. These Rules shall not apply to maize exported to any port on the Eastern Coast of the Continent of Africa, south of Port Said and north of Beira, or to any Port of Arabia.

Vide Government Notice No. 431 (Official Gazette of 3rd November, 1926).

" 26. Notwithstanding anything contained in Rules 4 and 13, and subject to Rule 18, maize for shipment in bulk may be contained in secondhand bags that have been previously used only for maize, provided that:—

(*a*) before the first part of the consignment is placed on rail notice shall be given to the inspector by the shippers of the quantity of maize to be shipped in bulk, the grade, and the name of the ship on which space has been booked;

(*b*) maize railed to the Coast in secondhand bags which is found on arrival by the inspector not to be of the grade previously described by the shipper, shall be re-bagged in new bags of the type required by Rule 13 within 24 hours of inspection by and/or at the expense of the shipper;

(*c*) the inspector may refuse to accept maize for grading if he is not satisfied that the shipper has made satisfactory arrangements for the expeditious re-bagging mentioned in paragraph (*b*) and the administration may levy charges for accommodation if such re-bagging is not completed within 24 hours (excluding Sundays and public holidays) from the time of refusal of acceptance by the inspector. The administration may, at its discretion, require the owner or shipper to remove any such maize not re-bagged within 24 hours of such refusal."

27. The Grading of Maize Rules, 1923, and the Grading of Maize Rules, 1924, are hereby revoked.

By Command of His Excellency the Governor in Council.

Nairobi,
The 12th day of October, 1925.

R. W. LAMBERT,
Clerk to the Executive Council.

SCHEDULE.

MAIZE.

Grade and Grade Mark to be shown on Bags.	*Class.*	*Description.*
	Flat White No. 1 ...	To be sound, dry, plump and well cleaned with a maximum of 1 per cent. other coloured, discoloured and defective grain.
	Flat White No. 2 ...	To be sound, dry and reasonably clean, and contain not more than 8 per cent. defective or other coloured grain, or both. Grains may be of irregular size.
	Flat White No. 3 ...	To be sound, dry and reasonably clean, and contain not more than 13 per cent. of defective or other coloured grain, or both. Grains may be of irregular size and shape.
	Flat Yellow ...	To be sound, dry and reasonably clean, and contain not more than 9 per cent. of defective or other coloured grain or both. Grains may be of irregular size and shape.
	Round White ...	To be sound, dry and reasonably clean, and contain not more than 9 per cent. of defective or other coloured grain or both. Grains may be of irregular size.
	Round Yellow ...	To be sound, dry and reasonably clean, and contain not more than 9 per cent. of defective or other coloured grain or both. Grains may be of irregular size.

SCHEDULE *(Contd).*

Grade and Grade Mark to be shown on Bags.	*Class.*	*Description.*
K 7	Mixed ...	... To be sound, dry and reasonably clean, and contain not more than 10 per cent. of defective grain. This class may include a mixture ot various types and colours of maize. Grains may be of irregular size and shape.
K 8	Under-Grade	... To include all maize which cannot be classed in a higher grade, but to be in dry condition, fit for shipment, and contain not more than 40 per cent. of defective grains.
K 2 S.W.	Flat White No. 2 (Slightly weevily).	... Slightly weevily, but in other respects to conform to description of No. 2 above.
K 3 S.W.	Flat White No. 3 (Slightly weevily).	... Slightly weevily, but in other respects to conform to description of No. 3 above.
K 8 S.W.	Under-Grade (Slightly weevily).	... Slightly weevily, but in other respects to conform to description of No. 8 above.

Provided that any maize which has been treated for the destruction of weevils shall be marked in accordance with Rule 20, and any grains which have been affected by weevils shall be calculated as defective.

Note.—Any certificate issued for No. 8 Under-Grade shall state whether the maize is white, yellow or mixed.

APPENDIX VI.

MAIZE CONDITIONING PLANT, KILINDINI.

It is hereby notified for public information that the Maize Conditioning Plant provided by Government will be ready for use on or about 7th October under the following conditions:—

1. Owners of maize to be conditioned should notify the Grader and Inspector, Department of Agriculture, Kilindini, giving full particulars as to the number of bags to be conditioned, kind of conditioning required, and date of shipment, prior to delivery at the Conditioning Plant.

2. Maize will be delivered to the Conditioning Plant through the Uganda Railway only. Owners must supply any new bags found necessary on re-bagging. Such bags must be of the kind prescribed by the Maize Grading Rules for the time being in force.

3. *Charges.**—A charge of 60 cents per bag will be made on all maize received for treatment at the Conditioning Plant.

This charge will include the re-bagging of the maize so treated.

4. In addition to the charges laid down in Rule 3 above, the following charges will be made by the Uganda Railway:—

(*a*) For maize rejected by the Inspector at Kilindini Pier, a charge of 15 cents per bag will be made. This charge will include handling from Grading Sheds into truck, haulage of truck to the Maize Conditioning Plant, haulage back to the Grading Sheds, and handling into Grading Sheds.

(*b*) For maize delivered direct to the Conditioning Plant from up-country stations, a charge of 5 cents per bag will be made for haulage to and from the Conditioning Plant.

(*c*) For maize rejected by the Inspector at M'baraki, a haulage charge of 10 cents per bag will be made for haulage M'baraki to the Conditioning Plant, and Conditioning Plant to M'baraki.

5. All charges, both for conditioning and handling, shall be payable to the Inspector before delivery of the maize from the Conditioning Plant. The Agricultural Department may sell such quantity of the maize by auction as is calculated to be sufficient to meet all charges due to it and to the Uganda Railway for conditioning services.

---

* See also General Notice No. 1021 (Official Gazette of 6th October, 1926), which is reprinted hereunder.

6. After conditioning of the maize the Agricultural Department may deliver the maize so conditioned to the Uganda Railway for storage pending export.

7. The Government will not accept responsibility for any loss or damage that may be suffered on maize treated at the Conditioning Plant.

Nairobi,
25th September, 1925.

ALEX HOLM,
Director of Agriculture.

General Notice No. 1021.

NOTICE.

It is hereby notified for public information that with effect from the 1st day of October, 1926, and notwithstanding paragraph 3 of General Notice No. 958, of 25th September, 1925, a charge of 50 cents per bag shall be made for maize consigned direct from up-country stations to the Maize Conditioning Plant provided, however, that the Chief Grader and Inspector shall give preference to maize rejected in the process of grading and sent to the plant for conditioning.

Nairobi,
1st October, 1926.

ALEX HOLM,
Director of Agriculture.